THE BORING COMPANY

June 21, 2021

Via E-mail
Mayor Dean J. Trantalis
Vice Mayor Heather Moraitis
Commissioner Steven Glassman
Commissioner Robert L. McKinzie
Commissioner Ben Sorenson
City Manager Chris Lagerbloom
City Attorney Alain E. Boileau
City of Fort Lauderdale
100 N. Andrews Avenue
Fort Lauderdale, FL 33301

RE: Section 255.065, Florida Statutes –The Boring Company Unsolicited Proposal to Design, Build, Operate, and Maintain Las Olas Loop, an Underground Transportation System from Downtown Fort Lauderdale to Fort Lauderdale Beach

Dear Mayor Trantalis, Vice Mayor Moraitis, Commissioners Glassman, McKinzie, and Sorensen, Mr. Lagerbloom, and Mr. Boileau:

The Boring Company (TBC) is pleased to submit this unsolicited proposal, prepared pursuant to Section 255.065, Florida Statutes. TBC proposes to build Las Olas Loop, an approximately 2.4 to 2.7-mile underground Loop transportation system with two or three stations that would connect downtown Fort Lauderdale with Fort Lauderdale Beach. The proposed tunnel project could either be a single or dual-tunnel transportation system, depending on the desired throughput and ridership patterns. A single tunnel system can carry more than [redacted] people per hour, while a dual-tunnel system can carry more than [redacted] people per hour in a two-station configuration, and more than [redacted] people per hour in a three-station configuration. The tunnel(s) would be constructed using a tunnel boring machine, thus avoiding many of the impacts associated with surface transportation projects. Compared to surface transportation systems, TBC's underground system offers reduced cost, less surface disruption during construction and operations, fewer right-of-way acquisitions, and faster construction time. When complete, a one-way trip between downtown Fort Lauderdale and Fort Lauderdale Beach would move passengers at average speeds of approximately 50 mph and take roughly 3 minutes. The proposed project would be primarily located within existing public right-of-way. Please see a detailed description of this unsolicited proposal pursuant to Section 255.065, Florida Statutes below:

I. Project Background & Specifics

Created by Elon Musk, founder of Tesla and SpaceX, TBC constructs safe, fast-to-dig, low-cost, and zero-emissions transportation tunnels. Loop is a high-capacity, underground, public transportation system in which passengers are transported in Tesla vehicles through TBC-constructed tunnels.

Loop is often mistaken for a subway system, but there are many distinctions between the two. Loop is an "express" public transportation system and resembles an underground highway more than a subway system. Passengers arrive directly at their final destination without stopping by traveling through a Main Artery Tunnel and using side tunnels for Loop vehicle entry/exit. For example, if a train line had 100 stops, the train would typically stop at each station, so the trip between Stop 1 and Stop 100 would be long. In contrast, Loop passengers travel directly to their destination, anywhere between Stop 1 to Stop 100, without stopping at the intermediate stations. Overall transit times are drastically reduced as compared with traditional mass transit systems.

Loop capacity can be increased or decreased in real time in response to demand by adjusting the number of vehicles in circulation. Unlike traditional transit systems where passengers queue for long periods during off-peak hours due to reductions in vehicle frequency, passengers arriving at Loop stations during the off-peak period can immediately board a vehicle without waiting for one to arrive.

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II. Section 255.065, Florida Statutes

The Florida Legislature finds that there is a public need for the construction or upgrade of facilities that are used predominantly for public purposes and that it is in the public's interest to provide for the construction or upgrade of such facilities. Section 255.065, Florida Statutes governs unsolicited proposals for a qualifying project. A qualifying project is defined in relevant part as follows:

> A facility or project that serves a public purpose, including, but not limited to, **any ferry or mass transit facility**, vehicle parking facility, airport or seaport facility, rail facility or project, fuel supply facility, oil or gas pipeline, medical or nursing care facility, recreational facility, sporting or cultural facility, or educational facility or other building or facility that is used or will be used by a public educational institution, **or any other public facility or infrastructure that is used or will be used by the public at large or in support of an accepted public purpose or activity.** [Emphasis added]

Section 255.065(l)(i), Florida Statutes.

A responsible public entity may receive unsolicited proposals or may solicit proposals for a qualifying project and may thereafter enter into a comprehensive agreement with a private entity, or a consortium of private entities, for the building, upgrading, operating, ownership, or financing of facilities. *Section 255.065(3), Florida Statutes.* Moreover, the responsible public entity may establish a fee for submission of an unsolicited proposal in order to pay for the evaluation of the proposal. The City of Fort Lauderdale established an application fee of $25,000 pursuant to Resolution 13-187. TBC has included the application fee with this proposal [redacted]

Please see "Exhibit A" for detailed unsolicited proposal information in accordance with the requirements of Section 255.065, Florida Statutes. Prior to approving a comprehensive agreement, the responsible public entity must determine that the proposed project:

1. Is in the public's best interest.
2. Is for a facility that is owned by the responsible public entity or for a facility for which ownership will be conveyed to the responsible public entity.
3. Has adequate safeguards in place to ensure that additional costs or service disruptions are not imposed on the public in the event of material default or cancellation of the comprehensive agreement by the responsible public entity.
4. Has adequate safeguards in place to ensure that the responsible public entity or private entity has the opportunity to add capacity to the proposed project or other facilities serving similar predominantly public purposes.
5. Will be owned by the responsible public entity upon completion, expiration, or termination of the comprehensive agreement and upon payment of the amounts financed.

Section 255.065(d) Florida Statutes.

The provided materials meet the criteria outlined by Florida Statutes. Las Olas Boulevard is one of the primary east-west arteries connecting downtown Fort Lauderdale with Fort Lauderdale Beach, two key activity centers and destinations for locals and visitors. Limited opportunities for transportation enhancement along Las Olas Boulevard have contributed to increased traffic congestion along this important corridor and limited potential growth for the City of Fort Lauderdale. Under this proposal, the Las Olas Loop system would be owned by the City of Fort Lauderdale.

Upon approval of a qualifying project, the responsible public entity shall establish a date for the commencement of activities related to the qualifying project. The responsible public entity may extend the commencement date. *Section 255.065(5), Florida Statutes.*

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III. Conclusion

TBC is pleased to submit this proposal to build a cost-effective transportation solution for the City of Fort Lauderdale. Las Olas Loop would enable the efficient east-west transportation of residents and visitors using zero-emissions Tesla vehicles through TBC-constructed tunnels and stations. When complete, Las Olas Loop would provide a world-class public transportation experience for the City of Fort Lauderdale while connecting downtown Fort Lauderdale to Fort Lauderdale Beach. We look forward to discussing this project in greater detail.

Best Regards,

Steve Davis
President
The Boring Company

The Boring Company
1435 W 139th Street
Gardena, California 90249

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Exhibit A

The Boring Company
1435 W 139th Street
Gardena, California 90249

Las Olas Loop

Unsolicited Proposal to Design, Build, Operate, and Maintain an Underground Transportation System from Downtown Fort Lauderdale to Fort Lauderdale Beach

June 21, 2021

Prepared by:

THE BORING COMPANY

Table of Contents

Overview of Project Approval Requirements

Section 255.065 (4) of the Florida Statutes requires that any an unsolicited proposal meet the following criteria:

a) A description of the qualifying project, including the conceptual design of the facilities or a conceptual plan for the provision of services, and a schedule for the initiation and completion of the qualifying project.
b) A description of the method by which the private entity proposes to secure the necessary property interests that are required for the qualifying project.
c) A description of the private entity's general plans for financing the qualifying project, including the sources of the private entity's funds and the identity of any dedicated revenue source or proposed debt or equity investment on behalf of the private entity.
d) The name and address of a person who may be contacted for additional information concerning the proposal.
e) The proposed user fees, lease payments, or the service payments over the term of a comprehensive agreement, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.
f) Additional material or information that the responsible public entity reasonably requests.

The pages that follow outline The Boring Company's (TBC's) proposal to design, build, operate, and maintain a subsurface transportation system in the City of Fort Lauderdale in response to the project approval requirements listed above.

Project Approval Requirement A

A description of the qualifying project, including the conceptual design of the facilities or a conceptual plan for the provision of services, and a schedule for the initiation and completion of the qualifying project.

Response to Requirement A – Proposed Project

Loop Overview

Loop is a high-capacity, underground, public transportation system in which passengers are transported in Tesla vehicles through TBC-constructed tunnels.

Loop is often mistaken for a subway system, but there are many distinctions between the two. Loop is an "express" public transportation system and resembles an underground highway more than a subway system. Passengers arrive directly at their final destination without stopping by traveling through a Main Artery Tunnel and using side tunnels for Loop vehicle entry/exit. For example, if a train line had 100 stops, the train would typically stop at each station, so the trip between Stop 1 and Stop 100 would be long. In contrast, Loop passengers travel directly to their destination, anywhere between Stop 1 to Stop 100, without stopping at the intermediate stations, drastically reducing overall transit times compared to traditional mass transit systems.

Loop capacity can be increased or decreased in real time in response to demand by adjusting the number of vehicles in circulation. Unlike traditional transit systems where passengers queue for long periods during off-peak hours due to reductions in vehicle frequency, passengers arriving at Loop stations during the off-peak period can immediately board a vehicle without waiting for one to arrive.

Should the City of Fort Lauderdale wish to increase system capacity in the future, additional tunnels can be constructed. This flexibility contrasts with that of a surface system, where adding a road lane is often impossible. Stations can also be sized accordingly to meet demand, and stations can be added along the alignment once the project is operational to provide additional service to more areas.

Las Olas Loop

Las Olas Boulevard is one of the key east-west arteries connecting downtown Fort Lauderdale with Fort Lauderdale Beach – two major activity centers and destinations for locals and visitors. Currently, the connection between downtown and Fort Lauderdale Beach is served by the City's trolly system, with limited opportunities for transportation capacity enhancing improvements such as road widening (due to limited right-of-way width) or public mass transportation systems without significantly impacting businesses and residents along the corridor. The limited opportunities for transportation enhancement along Las Olas Boulevard not only contribute to increased traffic congestion along this important corridor, but also limit potential future growth for the City of Fort Lauderdale.

Understanding these challenges, TBC proposes to design, construct, and operate an approximately 2.4 to 2.7-mile underground Loop transportation system (Figure 1) with two or three stations that would connect downtown Fort Lauderdale with Fort Lauderdale Beach (the "Las Olas Loop"). When complete, a one-way trip between downtown Fort Lauderdale and Fort Lauderdale Beach will move passengers at average speeds of approximately 50 mph and take roughly three minutes. The proposed tunnel project could either be a single or dual-tunnel transportation system, depending on the desired throughput and ridership patterns. A single tunnel system can carry more than [redacted] people per hour, while a dual-tunnel system can carry more than [redacted] people per hour in a two-station configuration, and more than [redacted] people per hour in a three-station configuration. The tunnel(s) would be constructed using a tunnel boring machine (TBM), thus avoiding many of the impacts associated with surface transportation projects. Compared to surface transportation systems, TBC's underground system offers reduced cost, less surface disruption during construction and operations, fewer right-of-way acquisitions, and faster construction time. Figures 2 through 4 provide conceptual site plans for the proposed Las Olas Loop.

Figure 1 – Proposed Las Olas Loop Alignment and Station Options

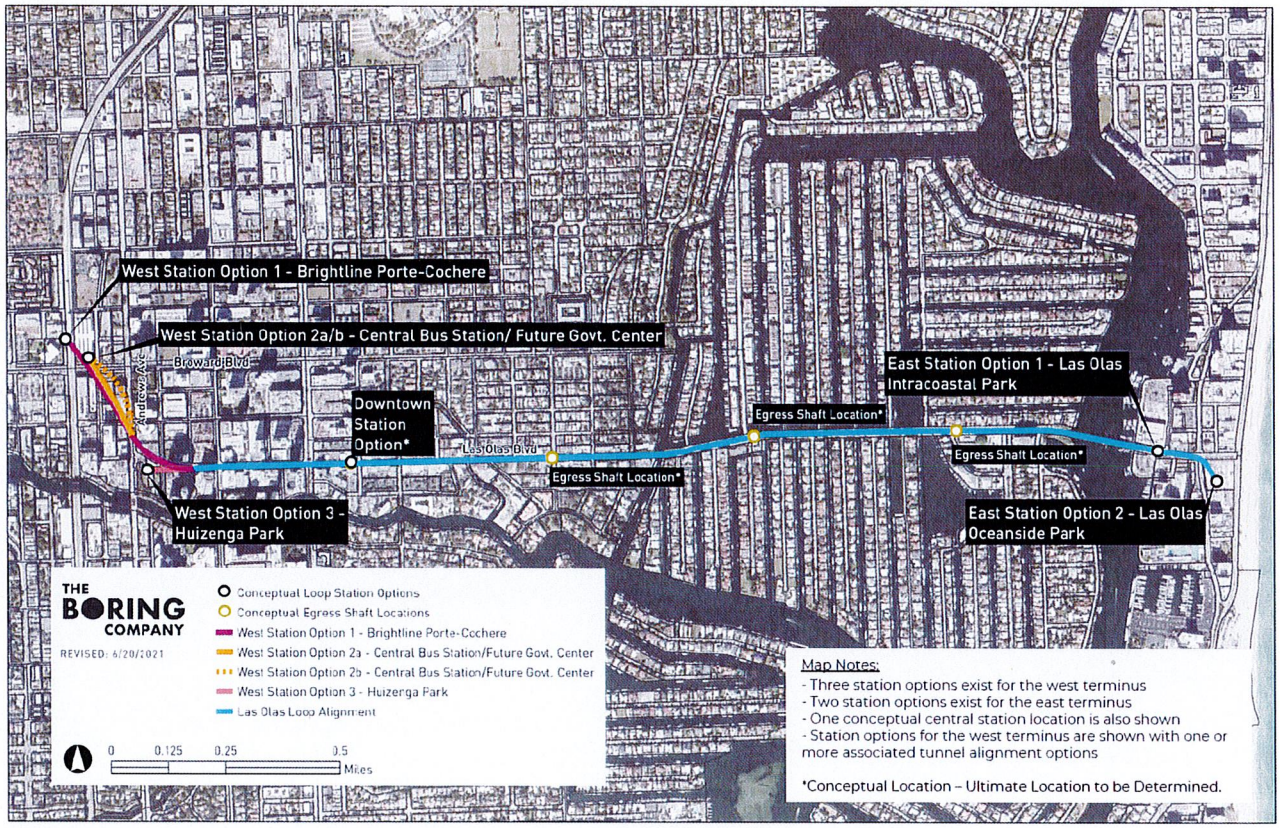


Figure 2 – Potential Western Terminus and Tunnel Alignment Options

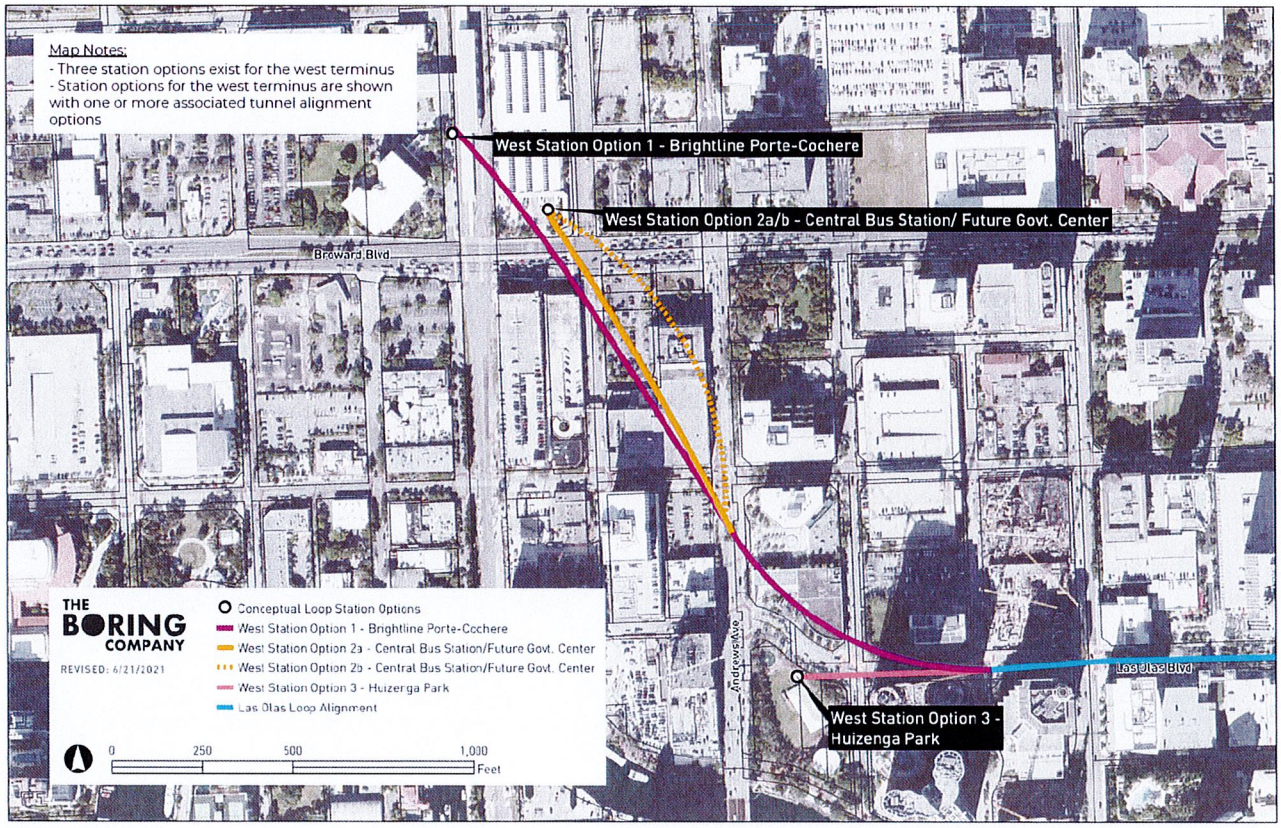


Figure 3 – Conceptual Western Terminus Layout at Brightline Fort Lauderdale Station

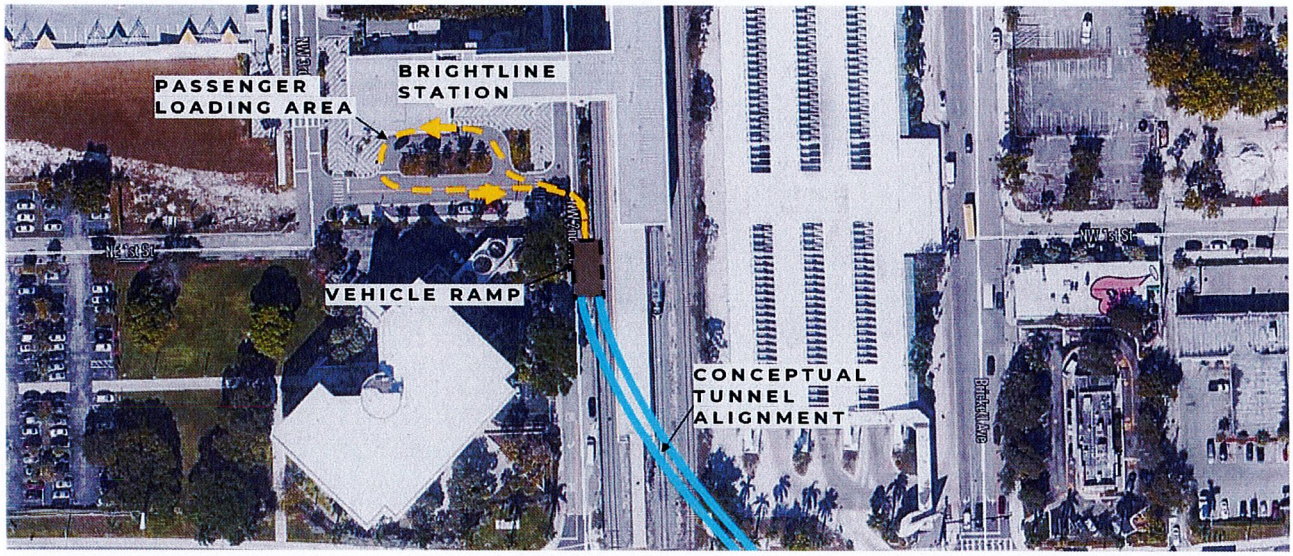


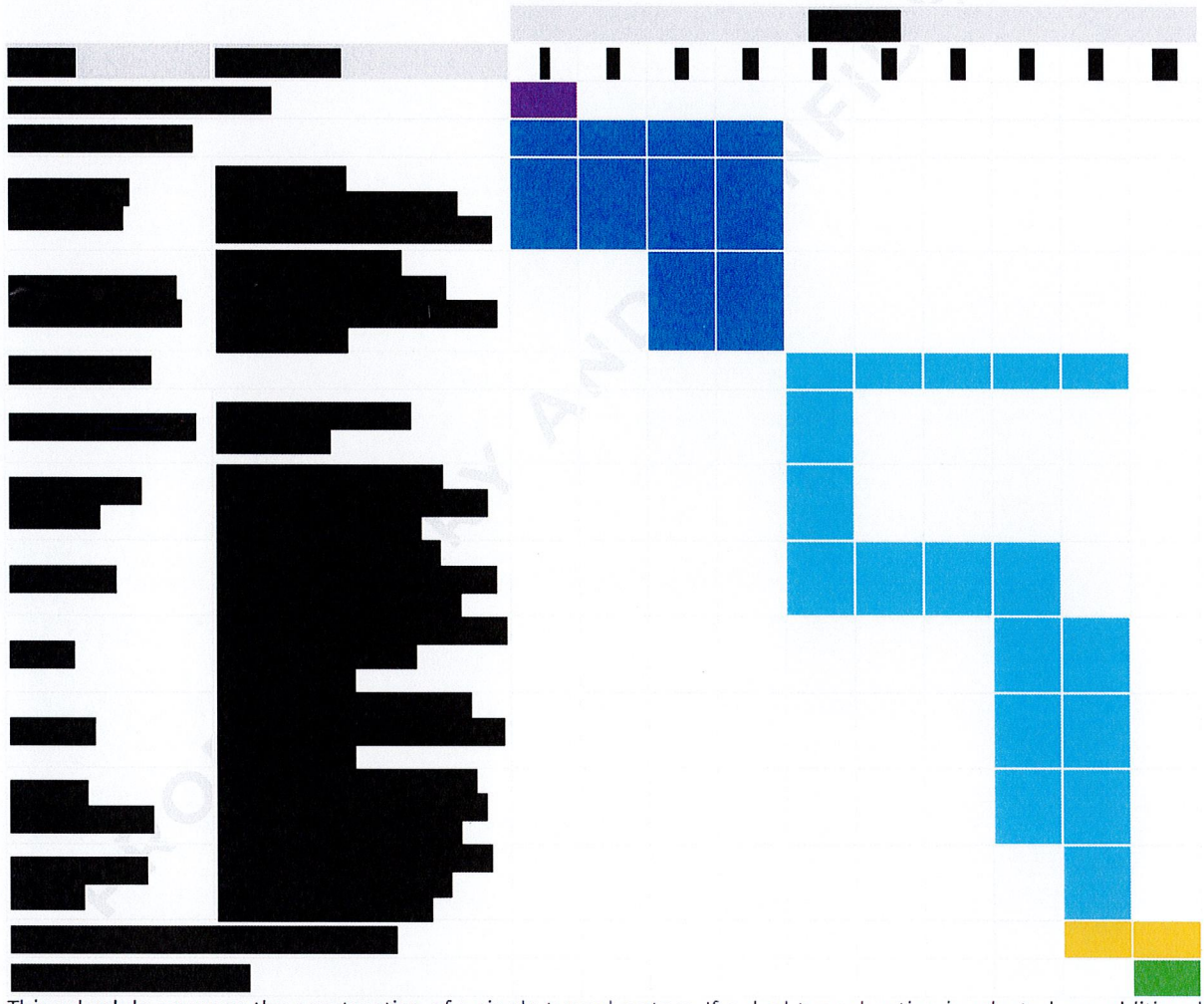
Figure 4 – Conceptual Eastern Terminus Concept at Las Olas Oceanside Park

Anticipated Project Schedule

The top-level schedule for design and construction of Las Olas Loop, based on preliminary project information and conceptual design, is set forth in Table 1 .

After the signing of a comprehensive agreement, design and construction together are anticipated to last a total of [redacted], with operations commencing during [redacted] If selected to proceed, TBC will conduct additional technical and utility diligence to further refine the project schedule. For example, there is approximately [redacted] in the tunneling duration, [redacted] Importantly, as TBC is proposing a firm-fixed-price contract, TBC will bear the financial costs of any project delays.

Table 1 – Anticipated Project Schedule

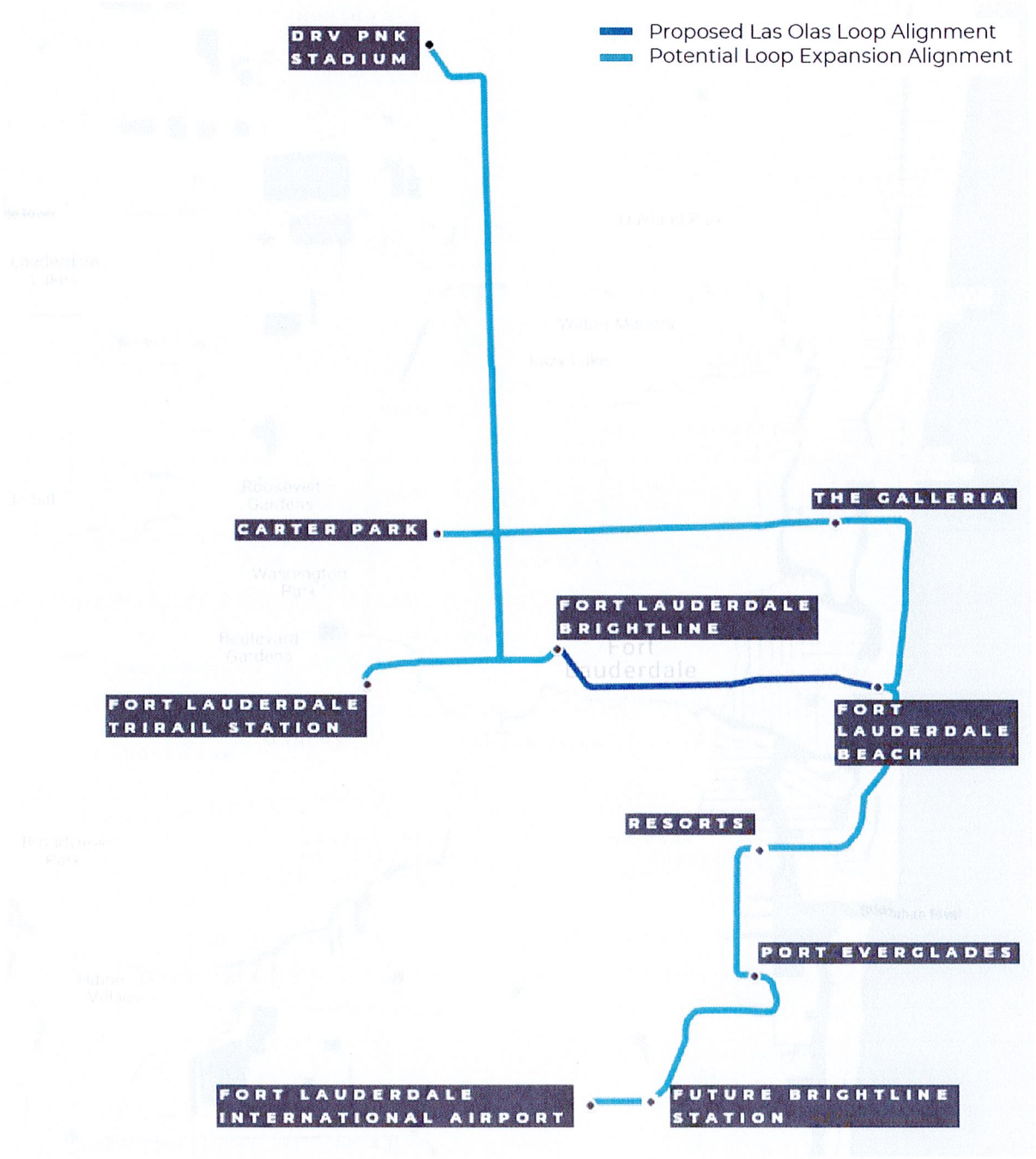


This schedule assumes the construction of a single-tunnel system. If a dual-tunnel option is selected, an additional [redacted] may be required [redacted]

Potential Expansion

Loop is designed with future expansion in mind. Any Loop tunnel can be easily expanded to connect to other key destinations within the City of Fort Lauderdale and beyond. Loop can be extended to provide service to Fort Lauderdale International Airport and Port Everglades to the south, TriRail Station to the west, and The Galleria to the north, connecting key destinations and modal hubs in the City. Figure 5 below provides a map of future expansion opportunities.

Figure 5 – Potential Expansion to Example Key Destinations



Loop System Overview

Loop system components include the Main Artery Tunnel(s), Tunnel Spurs, Stations, Egress Shafts, Vehicles, Maintenance Terminal(s), and an Operations Control Center.

Main Artery Tunnels

The Main Artery Tunnels are the primary pathways for passenger travel within vehicles. Each Main Artery Tunnel includes the tunnel itself along with the interior infrastructure:

- **Tunnel Drive Surface**: Concrete or asphalt surfaces are built into the interior of the tunnel to serve as a driving surface for the vehicle rubber tires.
- **Primary and Backup Lighting**: Fully configurable LED lighting installed throughout the tunnel allows lighting for passenger comfort and enjoyment, and vehicle signaling for increased safety (e.g., vehicles stop when LED lights turn red). Unlike many subsurface transportation systems, the tunnel is brightly illuminated (as opposed to dim or pitch-black) during nominal transportation.
- **Primary, Backup, and Auxiliary Power**: The primary and backup systems power the tunnel interior infrastructure. The auxiliary power system consists of low-power 110V outlets installed throughout the tunnel to support certain service/maintenance operations (e.g., power tools).
- **Video System**: Cameras are positioned throughout the tunnel for increased safety and security such that there are no blind spots inside of the illuminated tunnel.
- **Cellular Service System**: Cell phone service is available throughout the tunnel via remote unit antennas to provide passengers with cellular reception throughout their journeys.
- **Intercom/Public Address (PA) System**: Intercoms and PAs are installed periodically throughout the tunnel for contingency communication, both locally (intercom to Operations Control Center) and globally (PA to entire tunnel).
- **Remote Data System**: Sensors are located throughout the tunnel to measure temperature, pressure, voltages, air flow, gas levels (e.g., oxygen, carbon monoxide, methane, etc.), and vehicle position.
- **Ventilation System**: The ventilation system consists of a series of booster fans and is designed conservatively for worst case (and highly unlikely) vehicle fire loads.

Tunnel Spurs

Tunnel spurs are side tunnels that connect the Main Artery Tunnels to stations. They have the same interior infrastructure as the Main Artery Tunnels, and are functionally similar to highway on- and off-ramps.

Stations

Stations are where passenger boarding and de-boarding occurs. Three types of stations are available: subsurface stations, surface stations, and open-air stations. Passengers board below-grade in subsurface stations and open-air stations or at-grade in surface stations.

Subsurface Stations

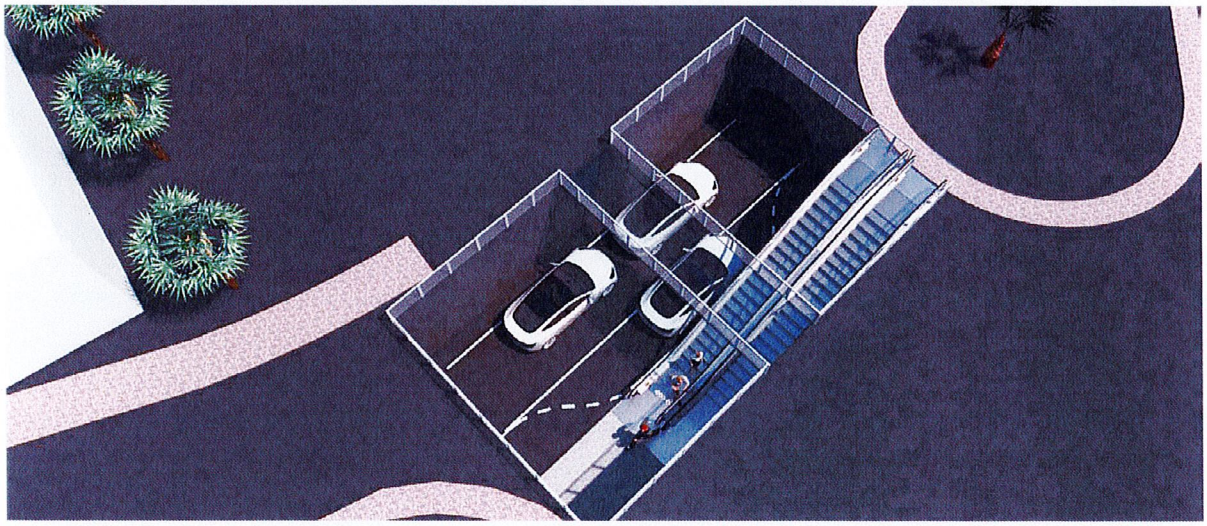
Passengers enter subsurface stations through surface access points, similar to typical subway entrances. Each entry point provides station access via a combination of elevators, escalators, and/or stairs directly to platforms where passengers board vehicles. Final design of subsurface stations will comply with applicable building and safety codes, such as the installation of automatic sprinkler systems and number of egress points required. The applicable building and safety code is determined as part of the station design process.

Figure 6 – Subsurface Station at the Las Vegas Convention Center

Open-Air Stations

Similar to subsurface stations, open-air stations are excavated shafts. Passengers access open-air stations using a combination of elevators, escalators, and/or stairs directly to platforms where they board vehicles. As the name would indicate, open-air stations are uncovered, providing a unique architecture to passengers arriving to and departing the station.

Figure 7 – Rendering of an Open-Air Station



Surface Stations

Surface stations allow for passenger boarding and de-boarding at designated passenger pick up/drop off areas at the surface. Each tunnel is connected to the surface station by a ramp. Inbound vehicles emerge from tunnels onto the surface and complete their trips to the designated surface station area. Likewise, vehicles departing a station enter the Main Artery Tunnel through the outbound ramp.

Figure 8 – Surface Station at the Las Vegas Convention Center

Egress Shafts

Egress Shafts approximately 150 square feet in size are built along the tunnel alignment at intervals of approximately 0.5 miles, totaling up to five locations. Potential Egress Shaft locations include adjacent areas on private land or within the public ROW (e.g., sidewalks, parkways, traffic islands, etc.). Each Egress Shaft connects to the tunnel alignment by a horizontal passage called an adit, providing refuge for passengers in accordance with applicable safety standards. Each Egress Shaft has a stairway and a hatch providing access to the surface. See Figure 9 for an image of a typical egress hatch commonly used in subterranean transportation systems.

Figure 9 – Example of Egress Hatch at 7th and Metro Station in Downtown Los Angeles

Vehicles

Loop vehicles carry passengers between stations within the Main Artery Tunnels. Loop vehicles are existing production Tesla models S, 3, X and Y vehicles. If additional capacity is needed, a high-occupancy vehicle can be used.

Maintenance Terminal

Inspection and maintenance of vehicles occur in the Maintenance Terminal, which is similar to an existing Tesla Service Center. The location of the Maintenance Terminal is flexible, subject to land availability and the preference of the City of Fort Lauderdale. Alternatively, vehicles can be driven or hauled on trailers to a nearby dedicated off-site maintenance and inspection location.

Operations Control Center (OCC)

The OCC serves as the primary location for Loop system management, safety and security monitoring, and emergency identification and notification. OCC operators trained in response protocols will manage all operational safety and vehicle dispatch within Loop. The OCC can be located either in one of the Loop stations or at another designated secure location.

Prior Experience and Qualifications

Loop is designed to integrate into existing environments and to avoid impacts typically associated with traditional transportation systems. Loop does not divide existing communities by requiring contiguous right-of-way acquisition typical to at-grade or above-grade rail or highway systems; as such, existing surface structures, roadways, and pedestrian or bicycle facilities (not to mention shared public or civic spaces) are unaffected by Loop. Loop stations can occupy a very small surface footprint and, as a result, integrate easily into busy city centers, parking garages, and residential communities. Loop can also connect existing transportation system hubs and other important locations throughout the region.

TBC has experience in the design, construction, and operation of tunnel boring machines and Loop technology in the projects listed below.

Las Vegas Convention Center Loop

TBC contracted with the Las Vegas Convention and Visitors Authority to design, construct, operate, and maintain a Loop system for the Las Vegas Convention Center (LVCC). LVCC Loop serves three stations connecting the existing campus (North/Central/South Halls) with the new West Hall exhibit and meeting room space. The 0.8-mile, dual-tunnel system was constructed in approximately one year and has reduced travel times from 15-30 minutes (via walking) to roughly one to two minutes.

Figure 10 – Tesla Model 3 Inside the LVCC Loop Tunnel

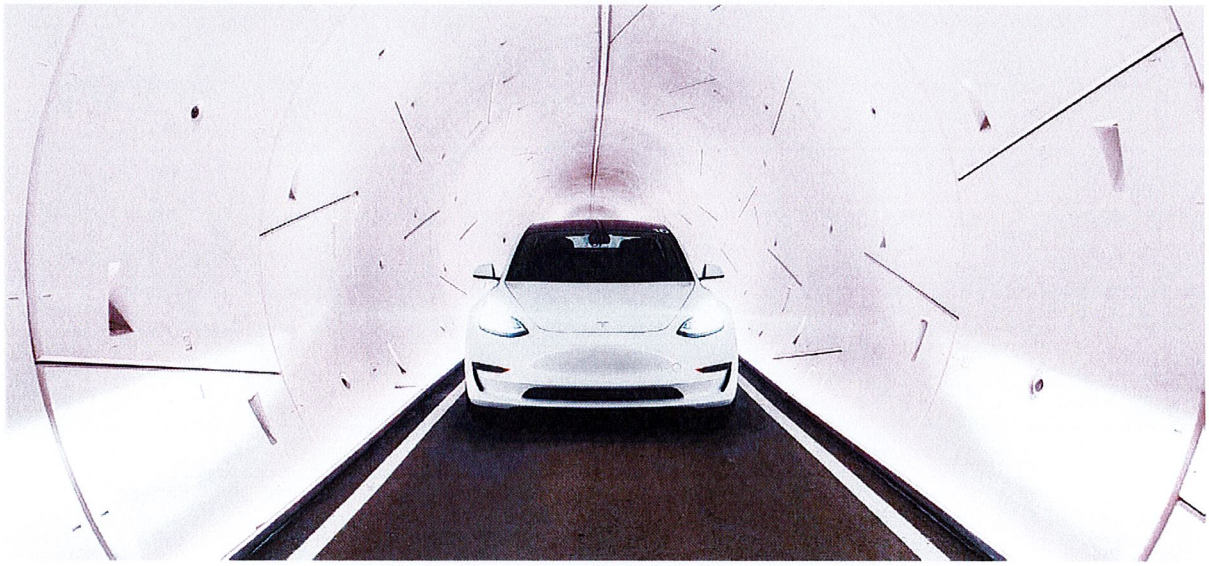


Figure 11 – Interior of Central Station (Subsurface Station) at LVCC Loop

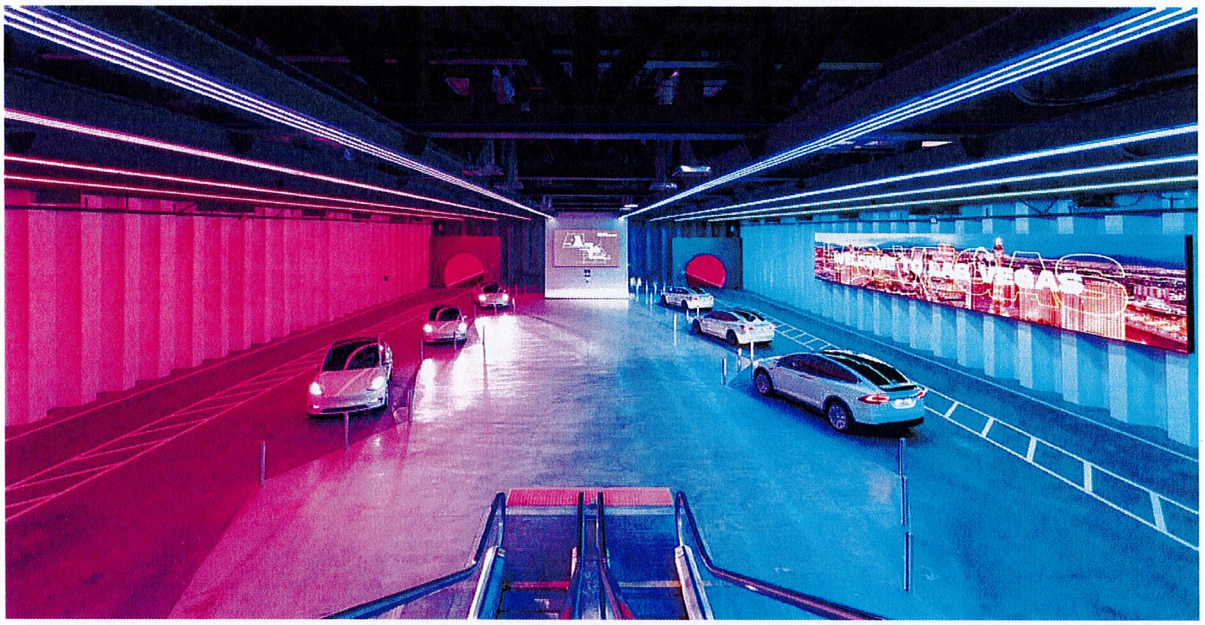
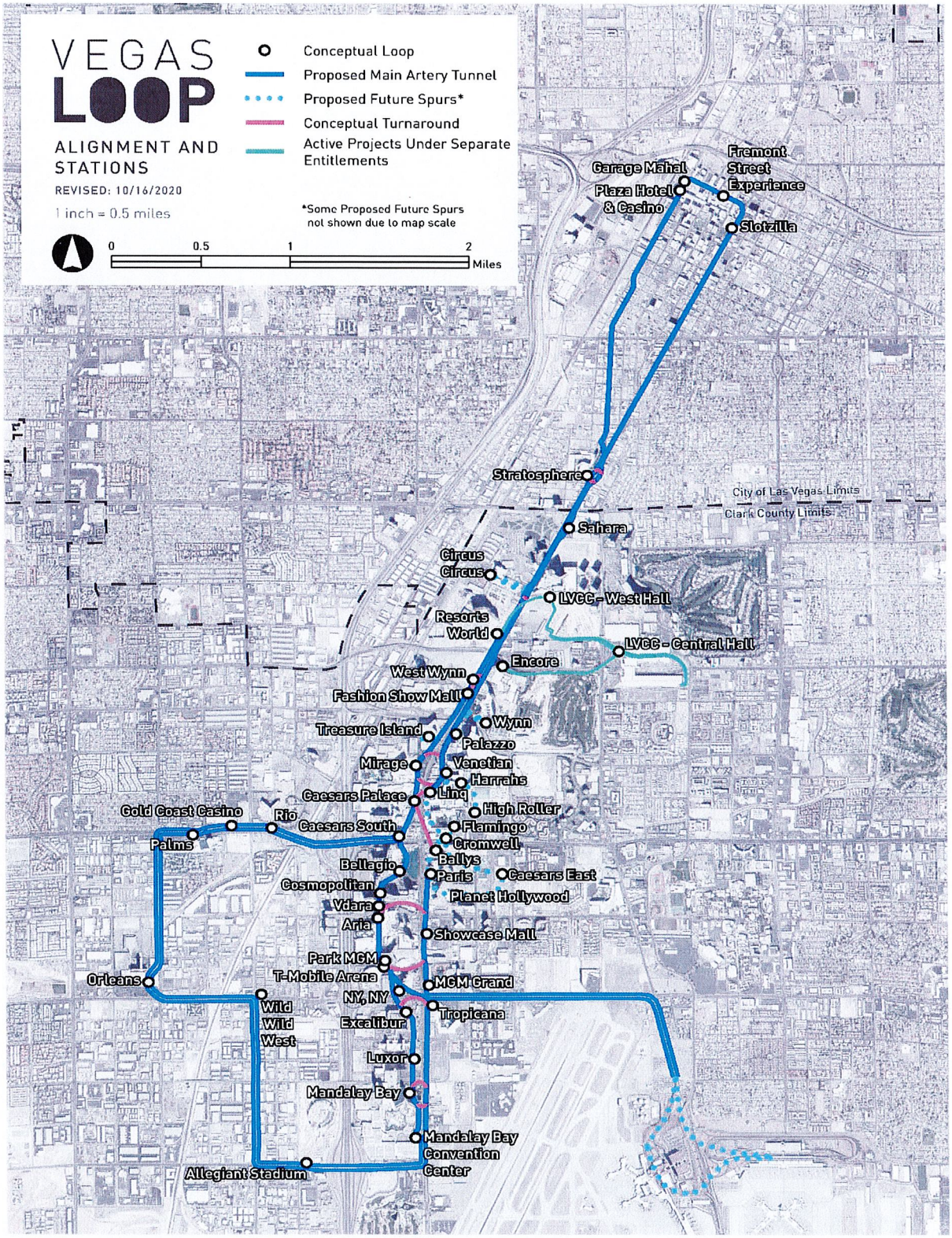


Figure 12 – View of South Station (Surface Station) at LVCC Loop

Vegas Loop

TBC is currently developing Vegas Loop, an approximately 35-mile Loop system that will connect more than 40 popular destinations along the Las Vegas resort corridor to McCarran International Airport, Allegiant Stadium, and downtown Las Vegas. The project is currently in varying phases of design, permitting, and construction within the City of Las Vegas and Clark County. When complete, a Loop ride from downtown Las Vegas to McCarran Airport is expected to take seven minutes. Figure 13 provides a map of the proposed tunnel alignment and stations for Vegas Loop.

Figure 13 – Proposed Systemwide Map for Vegas Loop



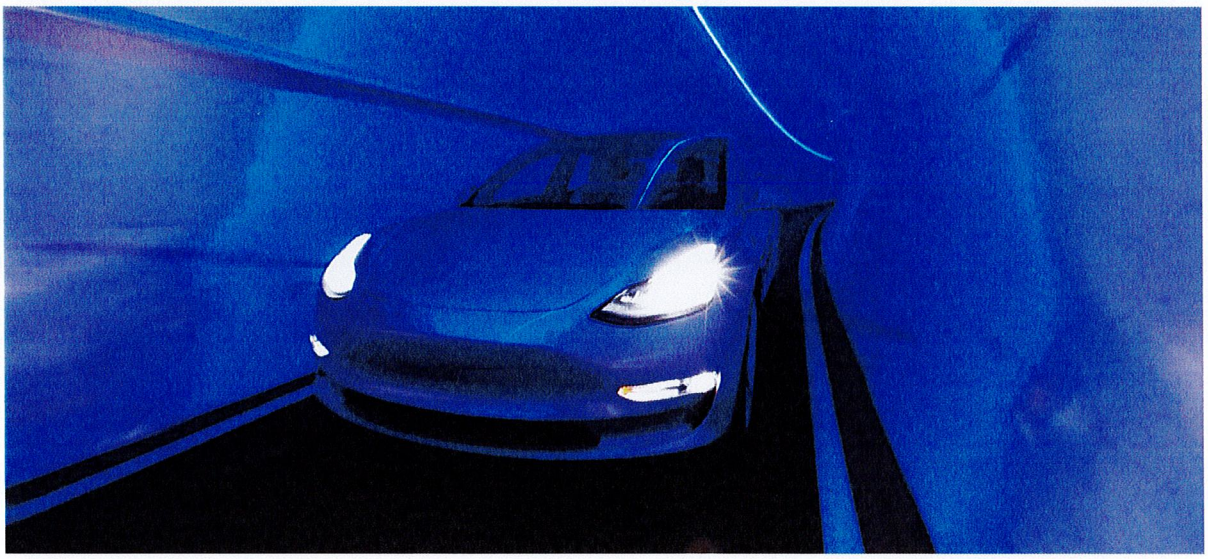
Hawthorne Tunnel

TBC designed, funded, and constructed a Research and Development (R&D) Test Tunnel in Hawthorne, California, currently used for Loop system testing. The 1.1-mile tunnel runs beneath public right of way (Hawthorne Airport and 120th Street) between two stations, both on TBC-owned private property. TBC reduced average tunneling costs below public industry standards through a number of innovations and improvements, including:

- Internalizing precast concrete segment production, large portions of tunnel boring machine manufacturing, and geotechnical and concrete testing;
- Performing in-house engineering, project management, and construction;
- Converting a diesel locomotive to an all-electric, 25-ton locomotive (using Tesla Model 3 hardware);
- Developing alternative methods of muck removal and reuse, including as bricks and pavers; and,
- Streamlining environmental, planning, and construction permit approvals for Loop technology in an urban environment.

Using these cost reduction measures, the Hawthorne Tunnel cost approximately $10 million, including internal tunnel infrastructure. Although this is an R&D tunnel, the cost is drastically lower when compared to other United States tunnel and people-mover projects (which often total more than $150 million per mile).

Figure 14 – Interior of Hawthorne Tunnel in California



Project Approval Requirement B

A description of the method by which the private entity proposes to secure the necessary property interests that are required for the qualifying project.

Response to Requirement B – Right-of-Way Ownership

The proposed project is located predominantly within existing City of Fort Lauderdale-owned right-of-way. TBC will work with the City of Fort Lauderdale to enter into a comprehensive design-build-operate-maintain agreement which will include the granting of access to construct in the public right-of-way by the City of Fort Lauderdale. The City of Fort Lauderdale will be the owner of the proposed transportation system.

Additional right-of-way permits and/or easements are anticipated to be required for the following project segments: intracoastal waterway (U.S. Army Corps of Engineers), Highway U.S. 1 (Florida Department of Transportation), Broward Boulevard (Broward County), railroad right-of-way (Florida East Coast Railway), and potentially, one or more private easements (individual parcel owners). TBC will work with the applicable public right-of-way and private parcel owners to obtain access to the subsurface. Should private subsurface rights not be obtainable, a turn shaft for the TBM may be needed.

Project Approval Requirement C

A description of the private entity's general plans for financing the qualifying project, including the sources of the private entity's funds and the identity of any dedicated revenue source or proposed debt or equity investment on behalf of the private entity.

Response to Requirement C – Financing

TBC delivers projects on a firm-fixed price basis so that potential cost overruns are not passed on to the customer. Construction financing is proposed in the form of milestone payments from the City of Fort Lauderdale. TBC is amenable to discussing other financing structures. After construction, TBC operates and maintains its project for an annual firm-fixed price. As the owner of the proposed project, the City of Fort Lauderdale would have the option to charge fares or offer the system as a public amenity.

TBC's founder, Elon Musk, has considerable experience overseeing and financing large transportation and infrastructure projects, including projects conducted by SpaceX and Tesla. These companies have developed extremely complex transportation vehicles that serve commercial and government customers. TBC benefits from the expertise of these established companies.

TBC is able to internally support the cost of construction between (and independently of) the proposed project payments without needing to raise further capital for this project. Since its inception in 2017, TBC has successfully raised capital through equity raises or construction milestone payments. TBC closed a $113 million Series A financing round in 2018 and a subsequent $120 million Series B financing round in 2019. In 2019, TBC executed the fixed-price construction contract of $44.25 million for the LVCC Loop project, which financed construction costs in the form of milestone payments, and in 2021, a related operations contract to finance ongoing operating and maintenance costs.

Project Approval Requirement D

The name and address of a person who may be contacted for additional information concerning the proposal.

Response to Requirement D – Respondent Profile

Company Name	**The Boring Company**
Headquarter Address	15709 Impact Way, Bldg 2 Suite B Pflugerville, TX 78660
Type of Legal Entity	C-Corporation
Year Founded	2017
Contact Name and Title	Mike Thompson, Principal Geologist
Contact E-mail Address	mike.thompson@boringcompany.com
Contact Phone Number	(310) 936-5063

Project Approval Requirement E

The proposed user fees, lease payments, or the service payments over the term of a comprehensive agreement, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.

Response to Requirement E – User Fees

Project costs are primarily driven by the quantity, depth, and size of stations and Egress Shafts, quantity and type of vehicles, final tunnel length, subsurface geology, and operation and maintenance duration.

Construction

Based on preliminary project information, the rough order-of-magnitude cost for the 2.5- to 2.7-mile project is anticipated to range from [redacted] depending on the configuration selected by the City of Fort Lauderdale. TBC will work with the City of Fort Lauderdale and key stakeholders to advance and finalize the ultimate configuration of Las Olas Loop.

Rough Order-of-Magnitude Pricing for Proposed Project

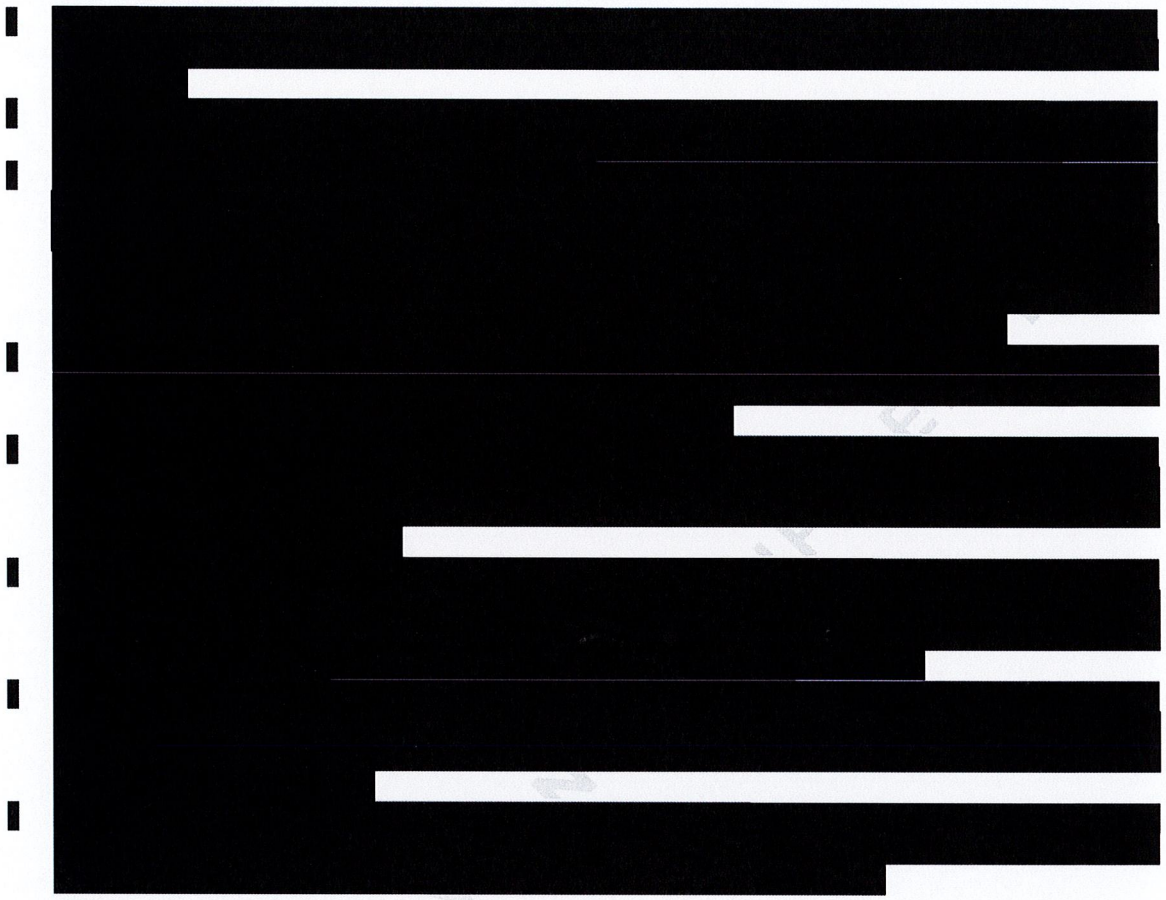
	Two Stations	Three Stations
One Tunnel	[redacted]	[redacted]
Two Tunnels	[redacted]	[redacted]

Assumptions and Exclusions

The pricing provided is based on the following assumptions:

[redacted]

The following items are either not included in the estimated cost, or still need to be refined based on feedback from City of Fort Lauderdale:



Operations and Maintenance

Based on preliminary project information, the rough order-of-magnitude annual cost for operations and maintenance of the proposed project is anticipated to range from [redacted] TBC will work with City of Fort Lauderdale to further define the operational model of the system and determine the corresponding fees.

Operation and maintenance fees may be increased annually to adjust for inflation if established in the terms of the comprehensive agreement following discussions between TBC and the City of Fort Lauderdale.

Project Approval Requirement F

Additional material or information that the responsible public entity reasonably requests.

Response to Requirement F

TBC is willing to provide additional material or information at the request of the City of Fort Lauderdale.